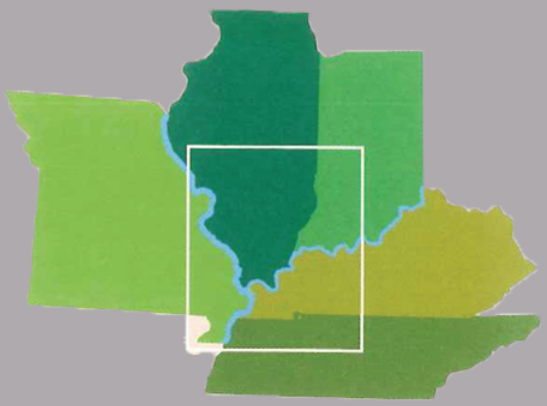
MT.VERNON TRANSFER TERMINAL, LLC

The Right Choice

Mt. Vernon Transfer Terminal, LLC operates a modern, highly efficient coal-transloading facility strategically located at The Port of Indiana - Mt. Vernon. Since 1983, this state-of-the-art terminal has transloaded coal destined for domestic and international markets from rail and truck to barge. The Mt. Vernon Transfer Terminal has the capacity to transload coal directly to barges from railcars, trucks and ground storage at up to 4,000 tons per hour. It is located at mile post 828 on the Ohio River and is rail served by the EVWR with connections to the CSXT, BNSF, Union Pacific and Norfolk Southern.



The Mt. Vernon Terminal:

- is within close proximity to the Illinois, Indiana, and western Kentucky coal fields.
- is located on the Ohio River, with excellent inland waterway service to the Midwest, North, South and Gulf-served markets.
- is rail served by the EVWR with direct connections to the majority of the Class I railroads.

The Mt. Vernon Terminal utilizes an oval-shaped loop track capable of holding up to 105-car unit trains. The rail loop, access tracks and storage tracks total approximately 7,300 feet. Ground storage is available and can be expanded as needed.

A 2,650-foot-long, 72-inch-wide belt conveyer transports coal from the rail/ truck receiving area and ground storage to the river. A river cell, 25 feet in diameter, supports the river end of the conveyer, head house and control room. Coal is transferred down a telescopic chute to the barges being loaded. In the river, 12 river cells or dolphins, two captive work barges and barge-moving equipment enable the mooring and moving of barges being loaded.

The Mt. Vernon Transfer Terminal operates under a closed-harbor operation with TPG Mt. Vernon Marine. Mt. Vernon Marine has fleeting capabilities to handle in excess of 200 barges.

The rail unloading process takes place in an enclosed receiving area with openings at each end enabling the continuous movement of radio-discharge bottom-dump railcars through the terminal. Coal is transferred from the rail cars into eight hoppers located in an underground concrete tunnel. From this point it is transferred onto a 90-foot-long, 84-inch-wide belt conveyer, then to a 260-foot-long, 72-inch-wide belt conveyer to the transfer tower. From the transfer tower, the coal can go directly to the barge loader or to ground storage. When going to ground storage, the coal is transported by a covered 350-foot-long, 72-inch-wide belt conveyer to an enclosed head house at the top of an 80-foot-high, 16-foot-diameter concrete lowering tube. Located at the bottom of the lowering tube is a 300-foot-long, 15-foot-wide , 10-foot-deep concrete reclaim tunnel with five hoppers. Coal is reclaimed from this area and transported to the transfer tower by a 400-foot-long, 72-inch-wide belt conveyer.

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